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ASSEMBLY — THIRTY-FIFTH SESSION

SUPPLEMENTARY REPORT ON ACTIVITIES OF THE ORGANIZATION IN THE FIRST HALF OF 2004

I. Introduction

This report supplements the *Annual Report of the Council — 2003*; it reviews briefly the more important developments in the work of the Organization during the first half of 2004, i.e. until the end of the 172nd Session of the Council on 25 June. It has been approved by the President under delegation of authority from the Council.

II. Air Navigation

1. PROJECTS GIVEN SPECIAL ATTENTION DURING 2004

Accident Investigation

An Accident Investigation and Safety Management Systems Workshop was held in Mexico City in January. It was organized by the International Society of Air Safety Investigators (ISASI) in collaboration with ICAO and hosted by the Mexican Airline Pilots' Association (ASPA). It was attended by approximately 130 participants from seven States.

The Air Navigation Commission (ANC) refined the ICAO Global Aviation Safety Plan (GASP); a progress report will be presented to the 35th Session of the Assembly.

Accident and Incident Data Reporting (ADREP) System

By January 2004, new software, developed by the Joint Research Centre of the European Commission, was installed, updating the ADREP system to the ADREP2000 Standard. All ADREP records were converted. States using the European Co-ordination Centre for Aviation Incidents Reporting Systems (ECCAIRS) database can now report data electronically to ICAO; four States have already made use of the new facilities.

The Secretariat briefed the ANC on accident trends in 2004, based on available data.

Aerodromes

Amendment 6 to Annex 14 — *Aerodromes*, Volume I — *Aerodrome Design and Operations*, was adopted by Council on 27 February and will become applicable on 25 November 2004. This amendment introduced new specifications on: visual aids for advanced surface movement and control systems (A-SMGCS); aerodrome lighting and design and monitoring of electrical systems; the physical characteristics of runway turn pads; and a consequential amendment concerning electronic terrain data. In order to provide guidance to States on the operation of new larger aeroplanes, such as the Airbus A380, at existing aerodromes, the Secretariat completed work on a new circular entitled *Operations of New Larger Aeroplanes at Existing Aerodromes* which will be published in 2004. The Secretariat progressed work on the out-

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come of full-scale pavement testing conducted by two States in order to provide guidance on the effects of the complex loading pattern of six-wheel landing gears. As a consequence of Amendment 3 to Annex 14, Volume I, which included new and revised specifications concerning visual aids for navigation and those for denoting obstacles, a new edition of the *Aerodrome Design Manual*, Part 4 — *Visual Aids* (Doc 9157)[1] was published. The Secretariat's work on a new manual to improve the interim guidance material on frangible aids was completed.

Aeronautical Electromagnetic Spectrum

Preparations for the International Telecommunication Union (ITU) World Radiocommunication Conference — 2007 (WRC-2007) began with the development of a draft ICAO position for the Conference. A number of issues of interest to civil aviation will be addressed at the Conference, including the availability of spectrum for new aeronautical communication systems and the protection of aeronautical radio systems. Aeronautical experts from ICAO Contracting States, international organizations and the ICAO Secretariat participated in the relevant activities of the ITU and regional telecommunication organizations, as urged by Assembly Resolution A32-13.

Aeronautical Information Services (AIS)

In February, the Council adopted Amendment 33 to Annex 15 — *Aeronautical Information Services* which introduced new provisions concerning definitions; the vertical reference system and the temporal reference system for international civil aviation; electronic terrain and obstacle data; aeronautical data quality requirements; the Radar Minimum Altitude Chart — ICAO; and inclusion of GNSS-related elements in aeronautical information. The amendment also updated existing provisions related to the World Geodetic System — 1984 (WGS-84) and the Aeronautical Information Publication (AIP). The amendment becomes applicable in November 2004, except for certain provisions concerning electronic terrain and obstacle data which become applicable in November 2008 and 2010.

1. This relates to the English version only. The French, Russian and Spanish versions will follow.

The Council al[illegible]t 53 to Annex 4 — *Aeronautical Charts* which introduced new provisions concerning definitions; vertical and temporal reference systems; terminal arrival altitude; Radar Minimum Altitude Chart — ICAO; and chart symbols for altitudes/flight levels and final approach fix. The amendment, which becomes applicable in November 2004, also updated existing provisions related to the World Geodetic System — 1984 (WGS-84); obstacles; identification, aerodrome operating minima and supplementary information on the Instrument Approach Chart — ICAO; and aeronautical data quality requirements.

In March, the ANC approved Amendment 27 to the *Procedures for Air Navigation Services — ICAO Abbreviations and Codes* (PANS-ABC, Doc 8400), which introduced new abbreviations and updated existing specifications of the NOTAM Code related to GNSS; amended existing abbreviations and introduced new abbreviations as a consequence of new provisions included in Annex 3, Annex 4 and the PANS-OPS, Volumes I and II; and included editorial changes introduced by the Secretariat. The amendment becomes applicable in November 2004.

Work was progressed by the Secretariat on the development of a computerized aeronautical information services system concept and amendment proposals related to aerodrome obstacle charts, electronic aeronautical charts for cockpit display and AIRAC procedures. The Aircraft Type Designators Study Group (ATDSG) continued to maintain and enhance the *Aircraft Type Designators* (Doc 8643) and its database by correspondence. Work progressed on new quality system and training manuals, designed specifically for aeronautical information and aeronautical charts services, and on a new manual providing guidance on the development of electronic terrain and obstacle databases. Work was also advanced on the development of an air navigation plan database and associated web-based information and charting service.

Aeronautical Meteorology

The new operations group with a multi-regional membership — the International Airways Volcano Watch Operations Group (IAVWOPSG), established to oversee the implementation, operation and development of the IAVW, held its first meeting in

March 2004.The IAVWOPSG addressed, inter alia, the extension of areas of coverage of volcanic ash advisory centres (VAACs) in Toulouse and Washington, which would permit a quasi global coverage of the IAVW, and the revision of the format of the volcanic ash advisory.

An extensive amendment proposal to Annex 3, which emanated from the MET Divisional Meeting (2002) and included restructuring it into two parts, was adopted by Council for applicability in November 2004.

Airworthiness

A working group of the whole meeting of the Airworthiness Panel (AIRP) was held to progress the work of the panel in its ongoing task of reviewing the airworthiness of aircraft Standards and related guidance material, in particular, the *Airworthiness Manual* (Doc 9760).

Audio-visual Aids

The Audio-visual Aids Unit progressed work on a number of videos under production.

Aviation Environmental Matters

The sixth meeting of the Committee on Aviation Environmental Protection (CAEP/6) was held from 2 to 12 February 2004. Seventeen recommendations were developed, four of which related to proposals for the amendment of Annex 6 — *Operation of Aircraft*, Part III — *International Operations — Helicopters*, Annex 14 — *Aerodromes*, Volume I — *Aerodrome Design and Operations* and Annex 16 — *Environmental Protection,* Volume I — *Aircraft Noise* and Volume II — *Aircraft Engine Emissions,* and were subsequently approved by the Council. The most significant aspects of these recommendations were the amendments in Annex 16, Volume I related to testing environment specifications; clarification of applicability language; and guidance material on standardized options for noise certification documentation; and in Annex 16, Volume II, amendments related to an increase in stringency of the NO_x emissions Standards. The Committee recommended amendments to Doc 9501 — *Environmental Technical Manual on the use of Procedures in the Noise Certification of Aircraft*, Doc 9184 — *Airport Planning Manual*, Part 2 — *Land Use and Environmental Control*, and Doc 9750 — *Global Air Navigation Plan for CNS/ATM Systems*; and proposed four new environmental publications: one manual on Guidance for the Balanced Approach to Noise Management, and two circulars related to the use of landing and take-off certification data for the assessment of operational impacts and to assessing the benefits of noise abatement operating procedures, and a template agreement and associated guidance on voluntary measures to limit or reduce emissions of carbon dioxide (CO_2) from aviation, to be posted on the general ICAO website for dissemination to States and international organizations.

The Committee also recommended environmental goals concerning aircraft noise and engine emissions for adoption by ICAO.

Additional information related to economic aspects and coordination with other international organizations in the environmental field is presented in Section III.

Aviation Medicine

In January, the Medical Provisions Study Group (MPSG) convened in Montréal for a five-day meeting and reviewed a proposed amendment regarding medical provisions in Chapters 1 and 6 of Annex 1. The work of the study group was completed in April.

In February, ICAO participated in and contributed to a meeting in Rome of the ECAC working group on passenger health issues.

Under the auspices of WHO and ICAO and with the cooperation of IATA, the WRIGHT Project, a scientific research programme studying the possible link between air travel and deep vein thrombosis, was further progressed. Final results are expected in 2005.

ICAO held a briefing session on the latest projects and developments in international civil aviation medicine, in May, at the 75th Annual Scientific Meeting of the Aerospace Medical Association in Anchorage.

In June, the revised medical provisions were circulated to States for comments for a final review by the Air Navigation Commission in December.

Work continued on the revision and updating of the *Manual of Civil Aviation Medicine* (Doc 8984).

Bird Strikes to Aircraft

Amendment 5 to Annex 14, Volume I, adopted by the Council on 7 March 2003, upgraded the existing Recommended Practices, on bird strike hazard reduction, to Standards. A new Recommended Practice on reporting of all bird strikes to ICAO was also introduced. Amendment 5 became applicable on 27 November 2003. Through State letter AN 4/1.1.49-04/22, the Recommended Practice on the reporting of bird strikes is proposed for upgrading to a Standard.

In order to better handle the increased number of bird strikes being reported by States, the Secretariat is examining more efficient software to improve the speed and capacity of the ICAO bird strike information system (IBIS). An advisory group, to assist the Secretariat to progress the work relating to the control of birds and wildlife on or in the vicinity of airports is being formed.

Communications, Navigation, Surveillance and Air Traffic Management (CNS/ATM)

The development of SARPs for the universal access transceiver (UAT) serving as a data link for ADS-B applications continued.

Guidance material on an airborne separation assistance system (ASAS) was developed. Progress was also made on the definition of required surveillance performance (RSP). Guidance material was developed to provide guidelines to States on pilot training for the use of the airborne collision avoidance system (ACAS).

The Required Navigation Performance and Special Operational Requirements Study Group (RNPSORSG) held its first meeting in Montréal.

Flight Safety and Human Factors

Human Factors Digest No. 16— *Cross-Cultural Factors in Aviation Safety*[2] was published.

ICAO participated in key events related to Human Factors, exchanging information on the latest developments in the field of aviation Human Factors, thus maintaining a leadership role in this field.

The Normal Operations Safety Survey Study Group (NOSSSG), stemming from the Air Navigation Commission's review on the recommendations of the Eleventh Air Navigation Conference (Montréal, 22 September to 3 October 2003) was established in order to assist the Secretariat, inter alia, in progressing the task of developing guidance material for the monitoring of safety during normal air traffic services operations. The first meeting of the NOSSSG was held in Montréal from 13 to 14 July 2004.

Licensing/Certification of Aerodromes

In response to requests for ICAO guidance on the training of aerodrome inspectors, two States were requested to assist in the conducting of a workshop, which was held in Cairo from 12 to 17 June.

Operations

A State letter was circulated with proposals for the amendment of Annex 6 — *Operation of Aircraft*, Part II — *International General Aviation — Aeroplanes* to introduce requirements for the carriage of airborne collision avoidance systems (ACAS II) and associated training requirements for pilots.

A State letter was circulated with proposals for the amendment of Annex 6 — *Operation of Aircraft*, Part I — *International Commercial Air Transport — Aeroplanes,* the *Procedures for Air Navigation Services — Aircraft Operations* (Doc 8168), Volume I — *Flight Procedures* and the *Procedures for Air Navigation Services — Air Traffic Management* (Doc 4444) relating to operation of aircraft.

2. This relates to the English version only. The French, Russian and Spanish versions will follow.

Working groups of the whole meetings of the Obstacle Clearance Panel (OCP) and the Operations Panel (OPSP) were held to progress the work of the panels.

Amendments 13 and 12 to PANS-OPS, Volumes I and II, respectively, were approved by the Council on 27 April 2004 and will become applicable on 25 November 2004.

The Helicopter/Tiltrotor Study Group (HTRSG) held its fourth meeting from 9 to 12 March to progress work on tasks already under way.

Personnel Licensing and Training

Three working group meetings of the Flight Crew Licensing and Training Panel (FCLTP) were held to progress the work of the panel in their ongoing tasks.

A study on the practices concerning the licensing and use of the flight navigators is being undertaken. The panel finalized a draft proposal on the approval of training organizations and is continuing its work on a review of personnel licences Standards for flight crew.

ICAO-endorsed Government Safety Inspectors' training centres continued to expand. As of December 2003, seven training centres within ICAO Regions had been endorsed and are conducting Government Safety Inspectors training courses on an international basis. A Standardized Training Package (STP) for Officers, Inspectors and Doctors involved in Personnel Licensing was developed and is now in use.

Runway Safety

A new definition for runway incursion was approved by the Air Navigation Commission for inclusion in the PANS-ATM (Doc 4444) to become applicable in November 2004. Additionally, a new procedure which would require pilots and controllers to submit an air traffic incident report following any runway incursion was also approved.

A worldwide awareness and education campaign on runway safety and ATS safety management is in progress. Two seminars were held in Singapore and Cairo in 2003. Two additional seminars are scheduled in 2004 for the AFI and NAM/CAR/SAM regions. A CD-ROM featuring a comprehensive tool-kit on runway safety is under development, which will include references to relevant ICAO SARPs, procedures, educational videos, posters, etc.

A number of activities are under way at the global, regional and national levels to enhance the safety of aerodrome operations. With the support of experts from Contracting States and international organizations, ICAO is developing a standard taxonomy for runway incursion severity and type of error. A *Manual on Runway Safety*, which will include guidance material to implement runway safety programmes, is under development.

Safety aspects of aviation security

The Personnel Licensing and Training Section continued coordinating the activities of the Bureau in the aviation security field to ensure the best possible synergy between the specifications for safety and security, the proper consideration of security-related aspects in the development of the safety specifications contained in the ICAO Annexes and the assessment of safety aspects of proposed security-related specifications. In April, the Council approved an amendment to the air navigation component of the ICAO Aviation Security Plan of Action. In June, the Air Navigation Commission undertook a review of the report of the sixteenth meeting of the Aviation Security (AVSEC) Panel.

Safety Oversight

The conduct of audit follow-up missions continued during 2004, in accordance with Assembly Resolution A33-8: *Continuation and expansion of the ICAO Universal Safety Oversight Audit Programme*. The follow-up missions are designed to validate the implementation of the corrective action plans submitted by audited States, to identify any problems encountered by States in such implementation and to determine the need for external assistance to resolve specific safety concerns. Twenty-five such missions were conducted during the first six months of 2004, bringing the total

number of completed audit follow-ups as of 30 June 2004 to 146.

Pursuant to Assembly Resolution A33-8, the USOAP was to be expanded to cover Annex 11 — *Air Traffic Services*, Annex 13 — *Aircraft Accident and Incident Investigation* and Annex 14 — *Aerodromes*, with audits starting in 2004. However, the Council, during its 171st Session, agreed to present a proposal to the 35th Session of the Assembly regarding the implementation of a comprehensive systems approach in the conduct of safety oversight audits to cover the safety-related provisions contained in all safety-related Annexes, starting in 2005.

TRAINAIR

Membership in the TRAINAIR Programme continued to grow. The Romanian Academy of Aviation joined the Programme in May 2004, bringing membership to a total of 41 civil aviation training centres in 37 ICAO Contracting States.

The member civil aviation training centres' course development activities also continued to expand. A total of 142 Standardized Training Packages (STPs) were either completed or are under development by TRAINAIR members. At least 90 STPs were shared among members.

2. MEETINGS

Table II-1. Meetings held in the air navigation field in the first half of 2004

Meeting/dates	Description	Attendance	
Committee on Aviation Environmental Protection (CAEP) Sixth Meeting, Montréal, 2 to 12 February	Number of recommendations developed 17 Subjects dealt with included amendment proposals to Annex 16, Volumes I and II, Annex 6, Part III and Annex 14, Volume I. Eight recommendations concerned the publication of ICAO documents, including the Guidance for the Balanced Approach to Noise Management; others dealt with market-based options activities, ICAO environmental goals and future work.	Participants Contracting States International organizations	206 20 11

3. INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES (SARPs) AND PROCEDURES FOR AIR NAVIGATION SERVICES (PANS)

Table II-2. Amendments to Annexes and PANS

Annex/PANS title Current edition Amendment No.	Subject	Adopted/Approved Effective Applicable
Annex 1 — Personnel Licensing Ninth Edition Amendment 165	Amendment 165 introduced an endorsement of type rating with a limitation of privileges to the cruise phase of the flight.	25 February2004 12 July 2004 25 November 2004
Annex 3 — Meteorological Service for International Air Navigation Fifteenth Edition Amendment 73	Amendment 73 concerned the restructuring of Annex 3 into two parts; upgrading of certain Recommended Practices to Standards; elimination of the need to issue WAFS products in T4 chart form as a part of the final phase of WAFS; notification of volcanic activity to ACC, MWO and VAAC by selected State volcano observatories; introduction of templates for special air-report (downlink), volcanic and tropical cyclone advisory messages and aerodrome and wind shear warnings; introduction of enabling provisions to use fully automatic observing systems during non-operational hours; introduction of prevailing visibility.	25 February 2004 12 July 2004 25 November 2004

Annex/PANS title Current edition Amendment No.	Subject	Adopted/Approved Effective Applicable
Annex 4 — Aeronautical Charts Tenth Edition Amendment 53	Amendment 53 included: new provisions concerning definitions; vertical and temporal reference systems; terminal arrival altitude; Radar Minimum Altitude Chart — ICAO; and chart symbols for altitudes/flight levels and final approach fix. Updating of existing provisions related to the World Geodetic System — 1984 (WGS-84); obstacles; identification, aerodrome operating minima and supplementary information on the Instrument Approach Chart — ICAO; and aeronautical data quality requirements.	23 February 2004 12 July 2004 25 November 2004
Annex 10 — Aeronautical Telecommunications Volume I — Fifth Edition Volume III — First Edition Amendment 79	Amendment 79 included: changes to GNSS SARPs and related guidance material concerning performance specifications for approach with vertical guidance (APV); global positioning system (GPS) selective availability (SA) discontinuation and clarification of signal power level; specifications for modernized GLObal NAvigation Satellite System (GLONASS-M); frequency planning criteria for ground-based augmentation system (GBAS) and a number of other enhancements; changes to technical specifications relating to high frequency data link (HFDL) to align them with relevant provisions of ITU RR; introduction of frequency modulation (FM) broadcast immunity characteristics for VDL Mode 4; deletion of the note indicating that VDL Mode 4 SARPs apply to surveillance applications.	23 February 2004 12 July 2004 25 November 2004
Annex 12 — Search and Rescue Eighth Edition Amendment 17	The amendments to SARPs in Annex 12 make provision for more cost-effective civil aviation search and rescue (SAR) services by closely harmonizing them with maritime SAR services and facilitating, where practicable, their organization on a cooperative, regional basis. Amendment 17 resulted in a new edition of Annex 12.	23 February 2004 12 July 2004 25 November 2004
Annex 14 — Aerodromes Volume I — Aerodrome Design and Operations Third Edition Amendment 6	Amendment 6 introduced definitions of runway turn pad, calendar, datum, and Gregorian calendar; common reference systems; aerodrome dimensions and related information; physical characteristics of runway turn pads; runway turn pad markings and lights; rapid exit taxiway indicator lights; information marking; stop bars; runway guard lights; intensity of taxiway centre line lights on rapid exit taxiways; Figure 6-2, Examples of marking and lighting of tall structures; electrical power supply systems for air navigation facilities; monitoring of lighting systems; Appendix 1, Colours for Aeronautical Ground Lights, Markings, Signs and Panels; Appendix 2, Aeronautical Ground Light Characteristics; Appendix 5, Aeronautical Data Quality Requirements.	27 February 2004 12 July 2004 25 November 2004
Annex 14 — Aerodromes Volume II — Heliports Second Edition Amendment 3	Amendment 3 introduced definitions of calendar, datum, Gregorian calendar and obstacle; common reference systems; heliport dimensions and related information; touchdown and lift-off area lighting system; Appendix 1, Aeronautical Data Quality Requirements.	27 February 2004 12 July 2004 25 November 2004
Annex 15 — Aeronautical Information Services Eleventh Edition Amendment 33	Amendment 33 included new provisions concerning definitions; the vertical reference system and the temporal reference system for international civil aviation; electronic terrain and obstacle data; aeronautical data quality requirements; inclusion of GNSS-related elements in aeronautical information; and the Radar Minimum Altitude Chart — ICAO; and updating of existing provisions related to the World Geodetic System — 1984 (WGS-84) and the Aeronautical Information Publication (AIP).	23 February 2004 12 July 2004 25 November 2004 20 November 2008 18 November 2010

Annex/PANS title Current edition Amendment No.	Subject	Adopted/Approved Effective Applicable
Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC, Doc 8400) Fifth Edition Amendment 27	Amendment 27 included new abbreviations and updated existing specifications of the NOTAM Code related to GNSS; amended existing abbreviations and new abbreviations as a consequence of new provisions included in Annex 3, Annex 4 and the PANS-OPS, Volumes I and II; and editorial changes introduced by the Secretariat.	9 March 2004 — 25 November 2004
Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444) Fourteenth Edition Amendment 3	Amendment 3 includes new or amended provisions concerning runway incursions and reporting thereon; phraseologies dealing with 8.33 kHz channel spacing, reduced vertical separation minimum (RVSM) and global navigation satellite system (GNSS); and transmission of special air-reports and other meteorological information.	29 June 2004 — 25 November 2004
Procedures for Air Navigation Services Aircraft Operations (PANS-OPS, Doc 8168) Volume I — Flight Procedures Fourth Edition Amendment 13	Amendment 13 introduced: — a phrase in the Foreword to amplify the notion that PANS-OPS applies to normal operations; — new definitions and abbreviations in Part I; — an amendment to GNSS area navigation (RNAV) departure procedures to account for multi-sensor RNAV systems, introduction of altitude depiction requirements, SBAS and GBAS departure procedures in Part II; — amendments to the basis of aircraft categorization, to GNSS area navigation RNAV-approach procedures for multi-sensor RNAV systems, and to standard aircraft dimensions for DA/H determination; introduction of helicopter point in space (PinS) procedures, the procedure altitude concept to address CFIT, altitude depiction requirements, SBAS and GBAS procedures and the TAA concept in Part III; — an amendment to procedures specified for use by helicopters in Part XI; — an amendment to en-route criteria to include a simplified method in Part XII; and — an amendment to the parameters for stabilized approach to include cold temperature correction in Part XIII.	27 April 2004 — 25 November 2004
Volume II — Construction of Visual and Instrument Flight Procedures Fourth Edition Amendment 12	Amendment 12 introduced: — a phrase in the Foreword to amplify the notion that PANS-OPS applies to normal operations; — new definitions and abbreviations in Part I; — altitude depiction requirements, procedure identification on charts, obstacle protection area width for DME/DME and RNP procedures, and SBAS procedures in Part II; — altitude depiction requirements, procedure identification on charts, the basis of aircraft categorization procedure altitude concept to address CFIT, T/Y bar approach layout for RNAV procedures, TAA concept, standard aircraft dimensions for DA/H determination, obstacle protection area width for DME/DME and RNP procedures, revision of APV/Baro-VNAV criteria, new GBAS Category I criteria, replacement of Attachment I with PANS-OPS obstacle assessment surface (OAS) CD-ROM in Part III; — introduction of RNAV PinS approach procedures for helicopters using basic GNSS receivers in Part V; and — an amendment to en-route criteria to include a simplified method in Part VI.	27 April 2004 — 25 November 2004

III. Air Transport

1. MEETINGS

Table III-1. Meetings held in the first half of 2004 on development of policy and planning in the air transport field

Meeting	Subjects discussed	Attendance	
Facilitation Division (FAL) Twelfth Session, Cairo, 22 March to 1 April	The Division recommended substantial amendments/updates to Annex 9 – *Facilitation*, addressing definitions, travel document security, immigration procedures, advance passenger information and national FAL programmes.	Participants Contracting States International organizations	474 87 19
Air Navigation Services Economics Panel (ANSEP) Fifth Meeting, Montréal, 3 to 7 May	The Panel reviewed and revised the guidance material in the *Manual on Air Navigation Services Economics* (Doc 9161) and developed four recommendations, of which three concerned amendments to *ICAO's Policies on Charges for Airports and Air Navigation Services* (Doc 9082). Also discussed were the GNSS cost allocation study and the study on the establishment and funding of regional or subregional search and rescue mechanisms.	Participants Panel Member (States) International organizations	38 14 6
Technical Advisory Group on Machine Readable Travel Documents (TAG-MRTD) Fifteenth Meeting, Montréal, 19 to 21 May	The TAG/MRTD approved revised Technical Reports relating to the ICAO biometric "blueprint", a logo to designate an "e-passport" and various updates to the MRTD specifications (Doc 9303).	Participants Contracting States International organizations	107 25 10

2. ECONOMIC POLICY

Follow-up work from the fifth Worldwide Air Transport Conference (ATConf/5) continued. Two databases were established and are accessible through the ICAO website, one on liberalization case studies and the other on States' policies, positions and practices on air carrier ownership and control. Two studies, which were proposed by ATConf/5, commenced, one on the essential air services concept, in collaboration with the World Tourism Organization (WTO-OMT), and the other on the safety and security implications of liberalization.

The Secretariat continued to monitor developments on trade in services in the World Trade Organization (WTO-OMC).

A State letter was dispatched in April to distribute two CD-ROMs, one containing a database of bilateral agreements and the other the texts of the ICAO Template Air Services Agreements (TASAs). These are intended to assist States carry out their regulatory responsibilities, including those related to liberalization.

A regulatory policy seminar with the theme "Liberalization Policy and Implementation" was held in Port-of-Spain, Trinidad and Tobago, from 27 to 29 April for States in the Caribbean basin. A total of 40 participants attended the seminar from 13 States and 3 international organizations.

3. FORECASTING AND ECONOMIC PLANNING

Global and regional long-term forecasts of passenger and freight traffic, and aircraft movements for the period 2002 to 2015 were developed for publication in Circular 304, Outlook for Air Transport to the Year 2015.

Analytical work for the twelfth edition of *The World of Civil Aviation* was completed. This condensed and restructured edition reviews the main air transport developments in 2003 and presents global and regional forecasts of airline scheduled passenger traffic through to the year 2006, as well as global airline financial forecasts for the same period.

An updated edition of the *Manual on Air Traffic Forecasting* (Doc 8991) was submitted for publication.

Work continued on guidance material, including software, on the development of business cases for the implementation of CNS/ATM.

Work continued on a circular on the economic contribution of civil aviation and associated case studies.

A regional workshop on forecasting and economic planning was convened in Nairobi in June. It was attended by 26 participants from 9 States in the Eastern and Southern African Region.

In January, the Prorate Agency was provided with prorate factors by route group for passenger interline journeys based on the results of the studies on regional differences in international airline operating economics. The Agency remunerates ICAO for this work.

In January, a report was prepared for the Universal Postal Union (UPU) giving financial statistics of the airlines for the year 2002 based on the methodology adopted by the UPU in 1994. The UPU remunerates ICAO for this work.

Circular 306, Regional Differences in International Airline Operating Economics: 2000 and 2001, was submitted for publication. Analytical work continued on the study for the year 2002, with completion envisioned during 2004.

4. STATISTICS

Collection and dissemination of civil aviation statistics on a worldwide basis continued, as were efforts at further improving the efficiency of the ICAO statistics programme. In this regard, as of January 2004, ICAO Contracting States and regional civil aviation organizations were able to access data in the integrated statistical database (ISDB) on the ICAO Secure Net (icaosec.icao.int) through a standard web browser. States were advised of the administrative procedures to register for access to the new system through State letter EC 7/1.4-04/4 dated 27 February 2004.

The 48th edition of the *World Air Transport Statistics* (WATS) is expected to be published by the International Air Transport Association (IATA), in cooperation with ICAO, covering the year 2003. For the first time, IATA will include a section with information provided by ICAO for non-IATA member airlines.

5. AIRPORT AND ROUTE FACILITY MANAGEMENT

The fifth meeting of the Air Navigation Services Economics Panel (ANSEP/5) was convened from 3 to 7 May 2004. The Panel completed its work on the various tasks assigned to it to the extent possible, including the revision and expansion of the guidance material in the *Manual on Air Navigation Services Economics* (Doc 9161/3). The Secretariat finalized work on the revision of the *Airport Economics Manual* (Doc 9562).

A revision of *ICAO's Policies on Charges for Airports and Air Navigation Services* (Doc 9082/6) was prepared and presented to the Council during the 172nd Session. This revision was mainly based on the outcome of the work by the Airport Economics Panel and the Air Navigation Services Economics Panel. A supplement to Doc 9082, including information on States' implementation of certain basic principles contained in ICAO's Policies on Charges, was prepared and presented to the Council together with the proposed revision of that document. The 2003 edition of Doc 7100, *Tariffs for Airports and Air Navigation Services*, was finalized and distributed to States in April 2004, including a CD-ROM version.

As one of the last actions on the recommendations by the Conference on the Economics of Airports and Air Navigation Services (ANSConf 2000), a study by the Secretariat on general and business aviation airport access is under way.

On a request by the International Organization Information Coordinating Council on Air Navigation Charges (IKSANO), preparations were made for an ICAO/IKSANO Joint Workshop on Cost Recovery of Air Navigation Services to be held in Kyiv, Ukraine, from 29 June to 1 July 2004.

6. ENVIRONMENTAL PROTECTION

The Organization's air transport activities in the environmental field and the related coordination

with other international organizations are reported below. In February, the Committee on Aviation Environmental Protection, at its sixth meeting (CAEP/6), adopted recommendations on market-based measures to limit or reduce greenhouse gas emissions from aviation, with an initial focus on carbon dioxide. These recommendations were subsequently approved by the Council. With regard to voluntary measures, a Template Agreement — Memorandum of Understanding was developed for States and other parties, along with associated guidance material. With regard to emissions trading, it was agreed that further ICAO work should focus on the development of a voluntary trading system that interested States and international organizations might propose, as well as the provision of guidance for use by States, as appropriate, to incorporate emissions from international aviation into States' emissions trading schemes consistent with the United Nations Framework Convention on Climate Change (UNFCCC) process. With regard to carbon dioxide emissions charges, views differ and consideration will be given by the Council as to how the outstanding issues might be resolved.

In April, a meeting of experts was held jointly with the UNFCCC Secretariat to address methodologies for estimating and reporting emissions from international aviation, as an input to work under way by the Intergovernmental Panel on Climate Change (IPCC) on the revision of guidelines for preparing national greenhouse gases inventories under the UNFCCC process.

Work commenced on identifying the databases and forecasts that will be required for the CAEP Forecasting and Economic Analysis Support Group, in connection with CAEP's new work programme on noise and on emissions.

In order to consolidate the Secretariat's environmental activities and enhance its ability to support the work of CAEP, an Environmental Unit was established.

7. FACILITATION

The Twelfth Session of the Facilitation Division (FAL/12) recommended substantial amendments/updates to Annex 9 — *Facilitation*, affecting some seventy-five SARPs and two Appendices. These recommendations include: a Standard that all Contracting States issue machine readable passports (MRPs) by the year 2010; a recommended practice for the incorporation of biometric data in machine readable passports, visas and other official travel documents; SARPs addressing operational and security issues associated with persons found inadmissible by States and persons being deported from States; and new SARPs providing for the facilitation of entry/departure requirements for aircraft accident victims and their families. States are currently being consulted on these recommendations, prior to adoption by the Council.

FAL/12 recommendations of a policy nature included requests that ICAO identify ways and means of providing appropriate technical assistance to States to enable them to issue MRPs by 2010; develop guidelines for government access to Passenger Name Record (PNR) data; and examine alternatives to chemical disinsection methods. It was also recommended that States take security-related Annex 9 provisions into account in their aviation security programmes.

IV. Joint Financing

The Organization continued to undertake its responsibilities for the administration of the Danish and Icelandic Joint Financing Agreements to which 23 Governments are contracting parties. These Agreements are concerned with the provision in Greenland and Iceland of ATC, COM and MET facilities and services to North Atlantic flights.

The Organization pursued responsibilities associated with the administration of the Arrangement on the Joint Financing of a North Atlantic Height Monitoring System on behalf of 6 contracting parties, Canada, Iceland, Ireland, Portugal, the United Kingdom and the United States.

The Organization continued to undertake its responsibilities associated with the administration of the Agreement on the Sharing of Costs of the Satellite Distribution System for Information relating to Air Navigation (SADIS). In particular, the Organization provided support services for the administration of the mechanism to share the costs of providing, operating and maintaining the SADIS support services for the SADIS Cost Recovery Administrative Group (SCRAG).

The Organization continued to provide support services to the administration of the International Financial Facility for Aviation Safety (IFFAS), in particular on the occasion of the Second and Third

Meetings of the Governing Body of IFFAS which were held on 15 January and 17 May 2004, respectively.

All the above activities are performed by the Organization on a cost-recovery basis.

V. Technical Co-operation

UNITED NATIONS DEVELOPMENT PROGRAMME AND TRUST FUND ARRANGEMENTS

During the first six months of 2004, the Technical Co-operation Programme being carried out by ICAO was higher than the level achieved in the first half of 2003. However, it appears at this point that the $156.5 million[3] target figure forecast for the 2004 programme is attainable.

As of 31 May 2004, the number of experts in the field was 100, fellowships awarded totalled 170, and equipment expenditures amounted to $20.3 million.

Large-scale projects (those worth $500 000 or more) that have been approved as new or major expansions of existing projects in the first half of the year include:

— two UNDP cost-sharing country projects funded entirely by Governments:

Colombia: Development and Modernization of the Aeronautical and Airport Infrastructure of Colombia and Institutional Strengthening of AEROCIVIL

Equatorial Guinea: Reinforcement of National and Institutional Capacity in Civil Aviation

— three Trust Fund projects:

India: Goa International Airport Feasibility Study

Panama: Strengthening of Tocumen International Airport of Panama

Regional (Latin America): Regional Operational Safety Oversight System for Latin America

— four Management Service Agreement (MSA) projects:

Dominican Republic: Strengthening of the Air Traffic Services of the Directorate General of Civil Aviation (DGCA)

Saudi Arabia: Assistance to the Presidency of Civil Aviation

Thailand: Assistance to Thai Airways International with Preparation of Operational Readiness and Airline Transfer (ORALT) Master Plan for Suvarnabhumi Airport

Venezuela: Modernization of Airports and Air Traffic Control

VI. Constitutional and Legal Questions

1. INTRODUCTION

The 32nd Session of the Legal Committee was held at ICAO Headquarters in Montréal from 15 to 21 March. The Committee studied mainly the question of the modernization of the *Convention on Damage Caused by Foreign Aircraft to Third Parties on the Surface*, signed at Rome on 7 October 1952 (see item 3 below).

2. WORK PROGRAMME OF THE LEGAL COMMITTEE AND LEGAL MEETINGS

Further to the 32nd Session of the Legal Committee and pursuant to a decision of the Council during its 172nd Session on 31 May, the General Work Programme of the Legal Committee was confirmed as follows:

1) Consideration, with regard to CNS/ATM systems including global navigation satellite systems (GNSS), of the establishment of a legal framework;

2) Acts or offences of concern to the international aviation community and not covered by existing air law instruments;

3) Consideration of the modernization of the *Convention on Damage Caused by Foreign*

3. All amounts listed in this Supplement are in U.S. dollars.

Aircraft to Third Parties on the Surface, signed at Rome on 7 October 1952;

4) International interests in mobile equipment (aircraft equipment);

5) Review of the question of the ratification of international air law instruments; and

6) *United Nations Convention on the Law of the Sea* — Implications, if any, for the application of the *Convention on International Civil Aviation*, its Annexes and other international air law instruments.

Regarding item 1), the Secretariat Study Group on Legal Aspects of CNS/ATM Systems held its 11th Meeting in Montréal from 22 to 23 January 2004 and the final report was submitted to the Council during its 171st Session. The report mainly covered consideration of a contractual framework, as well as that of an international convention relating to CNS/ATM systems.

Regarding item 2), with reference to Assembly Resolution A33-4: *Adoption of national legislation on certain offences committed on board civil aircraft (unruly/disruptive passengers)*, the Council confirmed during its 172nd Session on 31 May that further guidance would be sought from the Assembly on this issue of unruly/disruptive passengers.

Item 3) was considered by the Legal Committee on the basis of the text of a Draft Convention on Damage Caused by Foreign Aircraft to Third Parties, prepared by the Secretariat with the assistance of the Secretariat Study Group. As a further basis of the discussions, the Legal Committee considered the Report of the Rapporteur, as well as a number of working papers and other documents presented by members of the Committee and observers. On 31 May, the Council considered the report of the Legal Committee on this subject, including the text of a Draft Convention on Damage Caused by Foreign Aircraft to Third Parties resulting from the deliberations of the Committee. The Council agreed that the text of the Draft Convention was not yet mature for submission to a Diplomatic Conference and required additional study and decided to establish a Special Group on the Modernization of the Rome Convention of 1952 to further progress the work thereon.

Regarding item 4), the Secretary General, having received the necessary start-up funding for the work of the Preparatory Commission for the International Registry provided on a voluntary basis by Contracting States and interested private parties, launched in January an international tendering process. From among four candidates, the Preparatory Commission, at its second meeting held in Montréal from 27 to 28 May, selected *Aviareto* from Ireland as the entity which will establish the International Registry and act as the Registrar, in accordance with the *Convention on International Interests in Mobile Equipment* and the Protocol thereto on Matters specific to Aircraft Equipment, adopted in Cape Town in November 2001.

The Legal Committee, during its 32nd Session, also expressed its views on a draft amendment to the Technical Annex to the *Convention on the Marking of Plastic Explosives for the Purpose of Detection.* In this instance, the Committee recommended that certain provisions of the Convention be applied *mutatis mutandis*, without amending either the Convention or its Technical Annex. The Council decided on 31 May that a draft Assembly resolution be prepared on this basis.

3. ASSISTANCE IN THE FIELD OF AVIATION WAR RISK INSURANCE

To date, Contracting States representing 46.36 per cent of annual contribution rates have indicated their intention to participate in Globaltime, among which 34.93 per cent under certain conditions (Resolution A33-26 refers). Therefore, the 51 per cent threshold of intentions to participate has so far not been reached and the ICAO global scheme is being held in contingency mode (State letter LE 4/64-03/65 dated 30 June 2003 refers).

4. SPECIAL SUPPORT

Aviation security — Pursuant to Assembly Resolution A33-1: *Declaration on misuse of civil aircraft as weapons of destruction and other terrorist acts involving civil aviation*, and as a part of the ICAO Aviation Security Plan of Action, LEB completed a study on legal measures to cover the new and emerging threats. The Study recommended certain amendments to the existing aviation security conventions, which would be further considered by the Legal Committee or other bodies. LEB also

provided legal advice to the Air Transport Bureau regarding aviation security matters, including on a draft Assembly resolution on man-portable air defence systems (MANPADS), certain documents relating to the Universal Security Audit Programme and the applicability of certain international conventions.

Environmental matters — LEB was represented in the Multidisciplinary Secretariat Team on the Environment and provided support to the Air Transport Bureau on various topics, such as market-based options for emissions reduction, including during CAEP/6 (Montréal, 2 to 12 February).

5. REGISTRATION OF AGREEMENTS AND ARRANGEMENTS

In the first half of 2004, the total number of agreements and arrangements registered with the Organization pursuant to Article 83 of the *Convention on International Civil Aviation* rose by 16 to 4 709. The total number of agreements relating to Article 83 *bis* registered with the Organization rose by 11 to 42.

The database of aeronautical agreements and arrangements (DAGMAR) was further enhanced. Essential information on all registered agreements is available on the ICAO website.

6. RATIFICATIONS AND ADHERENCES

The States which, in the first half of 2004, ratified or adhered to multilateral air law instruments, are listed below. This information is also provided by LEB on the ICAO website (Treaty Collection).

Chicago Convention, its Protocols and Related Agreements

Instrument/Amendment	Date of adoption	Date of entry into force	Total number of parties (ratifications/acceptances in 2004)
Convention on International Civil Aviation (1944)[1]	7 December 1944	4 April 1947	**188** (none)
Authentic Trilingual Text (1968)[1]	24 September 1968	24 October 1968	**146** (none)
Authentic Quadrilingual Text (1977)[1]	30 September 1977	16 September 1999	**79** (Republic of Korea, Gambia)
Authentic Quinquelingual Text (1995)[1]	29 September 1995	When signed without reservation as to acceptance or accepted by 12 States **and** upon entry into force of the Protocol on the final clause referring to the Arabic Text (1995)	**66** (Ecuador)
Authentic Six-Language Text (1998)[1]	1 October 1998	When signed without reservation as to acceptance or accepted by 12 States **and** upon entry into force of the Protocol on the final clause referring to the Chinese Text (1998)	**44** (Gambia)
Article 93 *bis* (1947) (Expulsion or suspension)	27 May 1947	20 March 1961	**108** (Lithuania, Republic of Korea)
Article 45 (1954) (Seat of Organization)	14 June 1954	16 May 1958	**135** (Lithuania)
Articles 48(a), 49(e) and **61** (1954) (Frequency of Assembly sessions and budgets)	14 June 1954	12 December 1956	**138** (Lithuania)
Article 50(a) (1961) (Increase of Council to 27 members)	21 June 1961	17 July 1962	**129** (none)

Instrument/Amendment	Date of adoption	Date of entry into force	Total number of parties (ratifications/acceptances in 2004)
Article 48(a) (1962) (Extraordinary Assembly at request of one-fifth of Contracting States)	15 September 1962	11 September 1975	**111** (none)
Article 50(a) (1971) (Increase of Council to 30 members)	12 March 1971	16 January 1973	**125** (none)
Article 56 (1971) (Increase of Air Navigation Commission to 15 members)	7 July 1971	19 December 1974	**130** (Lithuania, Benin)
Article 50(a) (1974) (Increase of Council to 33 members)	16 October 1974	15 February 1980	**123** (Benin)
Protocol relating to an Amendment to the Chicago Convention (Final clause referring to the authentic Russian text) (1977)	30 September 1977	17 August 1999	**112** (Lithuania, Benin, Republic of Korea)
Article 83 *bis* (1980) (Lease, charter and interchange of aircraft)	6 October 1980	20 June 1997	**143** (Lithuania, United Republic of Tanzania, Benin)
Article 3 *bis* (1984) (Non-use of weapons against civil aircraft)	10 May 1984	1 October 1998	**128** (Lithuania, United Republic of Tanzania, Benin)
Article 56 (1989) (Increase of Air Navigation Commission to 19 members)	6 October 1989	When ratified by **108** States	**102** (Lithuania, Benin, Republic of Korea)
Article 50(a) (1990) (Increase of Council to 36 members)	26 October 1990	28 November 2002	**123** (Lithuania, Benin)
Protocol relating to an Amendment to the Chicago Convention (Final clause referring to the authentic Arabic text) (1995)	29 September 1995	When ratified by **122** States	**50** (Oman, Mauritius, Lithuania, Gambia)
Protocol relating to an Amendment to the Chicago Convention (Final clause referring to the authentic Chinese text) (1998)	1 October 1998	When ratified by **124** States	**34** (Oman, Mauritius, Gambia, Thailand)
International Air Services Transit Agreement (1944)[1]	7 December 1944	30 January 1945	**121** (Mongolia)
International Air Transport Agreement (1944)[1]	7 December 1944	8 February 1945	**11** (none)

Other International Air Law Instruments

Instrument	Place and date of signature	Date of entry into force	Total number of parties (ratifications/adherences in 2004)
Convention on the International Recognition of Rights in Aircraft (Geneva Convention, 1948)	Geneva, 19 June 1948	17 September 1953	**87** (none)
Convention on Damage Caused by Foreign Aircraft to Third Parties on the Surface (Rome Convention, 1952)	Rome, 7 October 1952	4 February 1958	**47** (Benin)
Protocol to Amend the Convention on Damage Caused by Foreign Aircraft to Third Parties on the Surface Signed at Rome on 7 October 1952 (Montréal Protocol, 1978)	Montréal, 23 September 1978	25 July 2002	**9** (Benin)

Instrument	Place and date of signature	Date of entry into force	Total number of parties (ratifications/adherences in 2004)
Convention on International Interests in Mobile Equipment (Cape Town Convention, 2001)[6]	Cape Town, 16 November 2001	As regards aircraft equipment, upon entry into force of the Aircraft Protocol	**4** (Pakistan)
Protocol to the Convention on International Interests in Mobile Equipment specific to Aircraft Equipment (Aircraft Protocol, Cape Town, 2001)[6]	Cape Town, 16 November 2001	When ratified by **8** States	**4** (Pakistan)

Instruments of the Warsaw System

Instrument	Place and date of signature	Date of entry into force	Total number of parties (ratifications/adherences in 2004)
Convention for the Unification of Certain Rules Relating to International Carriage by Air (Warsaw Convention, 1929)[2]	Warsaw, 12 October 1929	13 February 1933	**151** (none)
Protocol to Amend the Convention for the Unification of Certain Rules Relating to International Carriage by Air Signed at Warsaw on 12 October 1929 (The Hague Protocol, 1955)[2]	The Hague, 28 September 1955	1 August 1963	**135** (none)
Convention, Supplementary to the Warsaw Convention, for the Unification of Certain Rules Relating to International Carriage by Air Performed by a Person other than the Contracting Carrier (Guadalajara Convention, 1961)[3]	Guadalajara, 18 September 1961	1 May 1964	**82** (none)
Protocol to Amend the Convention for the Unification of Certain Rules Relating to International Carriage by Air Signed at Warsaw on 12 October 1929 as Amended by the Protocol Done at The Hague on 28 September 1955 (Guatemala City Protocol, 1971)	Guatemala City, 8 March 1971	When ratified by **30** signatory States, subject to certain conditions	**7** (none)
Additional Protocol No. 1 to Amend the Convention for the Unification of Certain Rules Relating to International Carriage by Air Signed at Warsaw on 12 October 1929 (Additional Protocol No. 1, 1975)[2]	Montréal, 25 September 1975	15 February 1996	**48** (none)
Additional Protocol No. 2 to Amend the Convention for the Unification of Certain Rules Relating to International Carriage by Air Signed at Warsaw on 12 October 1929 as Amended by the Protocol Done at The Hague on 28 September 1955 (Additional Protocol No. 2, 1975)[2]	Montréal, 25 September 1975	15 February 1996	**49** (none)
Additional Protocol No. 3 to Amend the Convention for the Unification of Certain Rules Relating to International Carriage by Air Signed at Warsaw on 12 October 1929 as Amended by the Protocols Done at The Hague on 28 September 1955 and at Guatemala City on 8 March 1971 (Additional Protocol No. 3, 1975)[2]	Montréal, 25 September 1975	When ratified by **30** States	**21** (none - withdrawals by Finland and Sweden)

Instrument	Place and date of signature	Date of entry into force	Total number of parties (ratifications/adherences in 2004)
Montréal Protocol No. 4 to Amend the Convention for the Unification of Certain Rules Relating to International Carriage by Air Signed at Warsaw on 12 October 1929 as Amended by the Protocol Done at The Hague on 28 September 1955 (Montréal Protocol No. 4, 1975)[2]	Montréal, 25 September 1975	14 June 1998	**52** (none)
Convention for the Unification of Certain Rules for International Carriage by Air (Montréal Convention, 1999)	Montréal, 28 May 1999	4 November 2003	**54** (Gambia, Saint Vincent and the Grenadines, Benin, Austria, Belgium, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Luxembourg, Netherlands, Portugal, Spain, Sweden, United Kingdom, European Community, Malta)

Aviation Security Instruments

Instrument	Place and date of signature	Date of entry into force	Total number of parties (ratifications/adherences in 2004)
Convention on Offences and Certain other Acts Committed on Board Aircraft (Tokyo Convention, 1963)	Tokyo, 14 September 1963	4 December 1969	**178** (Azerbaijan, Benin)
Convention for the Suppression of Unlawful Seizure of Aircraft (The Hague Convention, 1970)[4]	The Hague, 16 December 1970	14 October 1971	**177** (none)
Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation (Montréal Convention, 1971)[4]	Montréal, 23 September 1971	26 January 1973	**180** (Benin)
Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, done at Montréal on 23 September 1971 (Montréal Supplementary Protocol, 1988)[5]	Montréal, 24 February 1988	6 August 1989	**146** (Colombia, Equatorial Guinea, Honduras, Ecuador, United Republic of Tanzania, Benin, Seychelles)
Convention on the Marking of Plastic Explosives for the Purpose of Detection (MEX Convention, 1991)	Montréal, 1 March 1991	21 June 1998	**106** (Guinea, Senegal, Honduras, Benin, Bosnia and Herzegovina)

1. Information as communicated by the depositary, the Government of the United States.
2. Information as communicated by the depositary, the Government of Poland.
3. Information as communicated by the depositary, the Government of Mexico.
4. Information as communicated by the depositaries, the Governments of the United States, the United Kingdom and the Russian Federation.
5. Information received by ICAO or as communicated by the other depositaries, the Governments of the United States, the United Kingdom and the Russian Federation.
6. Information as communicated by the depositary, the International Institute for the Unification of Private Law (UNIDROIT).

VII. Aviation Security

1. INTRODUCTION

Further progress was made in the implementation of the ICAO Aviation Security Plan of Action, approved by the Council in June 2002.

Preliminary information on acts of unlawful interference in the first half of 2004 indicates that the overall trend in the number and the nature of these acts appears to be following that of previous years, in particular year 2003.

Twenty-two States were audited by ICAO aviation security audit teams between January and June, and the audits continue.

There was increased cooperation with other international organizations. The Secure and Facilitated International Travel Initiative (SAFTI), which was agreed by the G8 on 9 June, includes a number of references to ICAO in its Action Plan.

2. MEETINGS

The Aviation Security Panel held its sixteenth meeting at ICAO Headquarters from 10 to 14 May and considered, inter alia, a proposal relating to the security of dangerous goods in transport developed by the nineteenth meeting of the Dangerous Goods Panel; the report of the twelfth session of the Facilitation Division and its recommendations as they relate to aviation security; the threat to civil aviation posed by man-portable air defence systems (MANPADS) and other ground-based weapons; a report on the Universal Security Audit Programme (USAP); the development of Amendment 11 to Annex 17; guidance material relating to in-flight security personnel, dangerous goods in cargo, implementation of air cargo security measures and supply chain security initiatives; secure transportation of high value cargo; implementation of 100 per cent of hold baggage screening (HBS) systems; handling munitions of war and firearms when transported in or as hold baggage; proposed implementation of quality control systems in aviation security; and the MANPADS Information and Assessment Tool Kit.

3. AVIATION SECURITY MECHANISM

Two ICAO/European Civil Aviation Conference Multilateral Workshops on the Implementation of the National Civil Aviation Security Programme were conducted in Tunisia and Ukraine. An ICAO/Canada Aviation Security Implementation Workshop was held in Jamaica.

A security review was carried out in Egypt of terminals at Cairo and Sharm El Sheikh International Airports; two preparatory missions prior to an AVSEC Crisis Management Exercise were conducted in Jamaica and Suriname; an AVSEC Crisis Management Exercise was conducted in Tunisia; technical assistance in the field of AVSEC training was conducted in Senegal; technical assistance on national AVSEC inspections within the subregion was provided to States of the West African Economic and Monetary Union (WAEMU); and an AVSEC Crisis Management Exercise Course for Instructors was held in Morocco.

With regard to training activities, the following courses, based on aviation security training packages (ASTPs), were held in the ICAO regions during the first half of 2004: Management courses in Brussels, Dakar, Moscow, Port of Spain and Quito; Instructors courses in Brussels, Dakar, Kyiv (Boryspil), Kyiv (National Aviation University), Penang and Port of Spain; Cargo courses in Amman, Casablanca, Kyiv (Boryspil) and Penang; Crisis Management courses in Amman, Auckland, Dakar, Kyiv (National Aviation University), Nairobi and Quito; National Auditors-Inspectors courses in Amman and Dakar; and a Hostage Negotiation course in Johannesburg. A new training programme, Aviation Security Management Overview Programme (AVSEC-MOP), focussing on providing participants at the management level with a better understanding of Annex 17 SARPs while promoting management principles and practices relevant to AVSEC, was held in Morocco.

4. AVIATION SECURITY AUDITS

Implementation of the Universal Security Audit Programme (USAP) continued, with audits of an additional 22 States conducted between January and June 2004, for a total of 42 States audited since activities commenced in November 2002.

A letter was prepared and dispatched to Contracting States on 27 February 2004, providing a summary of the USAP activities conducted to date, and those projected for the remainder of 2004. A State letter providing the projected audit schedule for 2005 will be released later in the year.

Aviation security auditor training and certification courses were conducted in Brussels, Montréal and Singapore during the first half of 2004, with 123 aviation security experts representing 164 States now participating in the programme as certified ICAO auditors. A fourth auditor training course is expected to take place in Argentina in October in Spanish. In March, ICAO cooperated with the Asia Pacific Economic Cooperation (APEC) forum to hold a regional aviation security audit seminar in Singapore that focussed upon national aviation security obligations and the USAP. A second such seminar is scheduled to be held in Jamaica in August.

The first edition of the *Security Audit Reference Manual (SARM)* (Doc 9807) was released in English in April. The SARM is expected to be available in the remaining ICAO languages by July.

On 1 May 2004, the Aviation Security Audit Unit was redesignated the Aviation Security Audit Section. The Section is responsible for the development and implementation of the USAP and reports directly to the Director, Air Transport Bureau.

5. COMMUNICATION WITH STATES

Communication with States was made on: observations derived from the analysis of acts of unlawful interference for the year 2003; guidance material relating to security measures against attacks by MANPADS; and distribution policy for aviation security training packages (ASTPs) and related training material.

VIII. Regional Activities

PART I. REGIONAL OFFICES

1. WORK PROGRAMME OF REGIONAL OFFICES

The following summarizes those activities which were actively pursued by the Regional Offices and the Regional Affairs Office during the first half of 2004:

— the enhancement of interregional coordination for the integrated and coordinated implementation of regional Air Navigation Plans (ANPs);

— assistance to States in developing and implementing an action plan to remedy identified safety-related deficiencies in the air navigation field;

— the provision of technical and advisory assistance to States in the implementation of SARPs;

— the development of the Contingency Routing Scheme with the objective of ensuring the continued safety of air navigation within flight information regions (FIRs) affected by airspace closures;

— the promotion of ICAO air transport policies, implementation of facilitation provisions and notification of differences thereto;

— the coordination of the developments in air transport, including plans for inter-airline cooperation, airport development, new routes and services, and regulating computer reservation systems;

— the support for the implementation of the Aviation Security (AVSEC) Mechanism for the effective implementation of SARPs contained in Annex 17, the ICAO Aviation Security Plan of Action, bilateral programmes, related technical cooperation projects and the Universal Security Audit Programme (USAP);

— follow-up to the audits conducted under the ICAO Universal Safety Oversight Audit Programme (USOAP);

— assistance in the development and completion of Special Implementation Projects (SIPs); and

— the provision of assistance to States in the formulation and implementation of technical cooperation projects, including briefings and coordination with technical cooperation project experts.

2. REGIONAL OFFICE ACTIVITIES AND ACHIEVEMENTS

Asia and Pacific Office (Bangkok)

The Office was involved in the following activities: the conduct of a one-year and 90-day review of reduced vertical separation minimum (RVSM) implementation in the South China Sea and Bay of Bengal areas and beyond; the establishment of the FANS Implementation Team (FIT) for the Bay of Bengal area; the finalization of the terms of reference and conduct of the first meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/1); the facilitation of the implementation of air traffic services (ATS) Message Handling Service; the convening of an aeronautical telecommunication network (ATN) seminar; assistance to States on improvement of the Aeronautical Fixed Telecommunication Network (AFTN) and aeronautical mobile services and on spectrum management; the efforts to resolve air-ground communication deficiencies; the assistance to States in the implementation of ICAO provisions on the International Airways Volcano Watch (IAVW) and Tropical Cyclone Watch; the support in the implementation of the ICAO AVSEC Plan of Action; the support in the execution of the Regional Flight Safety Enhancement Groups: the South Asia Regional Aviation Safety Team (SARAST), the South East Asia Regional Aviation Safety Team (SEARAST) and the North Asia Regional Aviation Safety Team (NARAST); the assistance to the Cooperative Development of Operational Safety and Continuing Airworthiness Project — North Asia (COSCAP-NA) on the development of the air traffic management (ATM) safety management programme; the assistance to States in the implementation of aerodrome requirements, in particular, obstacle control; the assistance to the Airports of Thailand in preparation for the transfer of operations from Don Mueang/Bangkok International Airport to the new Suvarnabhumi Airport; the coordination with the Asian Development Bank to include ICAO monitoring activities in their aviation-related loan projects; and the facilitating of arrangements for AVSEC audits. The Office assisted the Technical Co-operation Bureau in the implementation of three regional flight safety programmes (COSCAP) as well as in the launching of the first Cooperative Aviation Security Programme (CASP) for the Region. The Regional Office also provided support in the development of major country-specific technical cooperation projects, particularly in Thailand.

Eastern and Southern African Office (Nairobi)

The Office was involved in the following activities: the establishment of global navigation satellite system (GNSS) procedures in the 14 Southern African Development Community (SADC) member States; the follow-up on the implementation of the 10-minute longitudinal separation minimum on selected ATS routes in a number of Eastern and Southern African States; the installation of the SADC very small aperture terminal (VSAT) in non-SADC member States, and in interconnecting VSAT networks; the development of an Africa-Indian Ocean (AFI) strategy for the introduction of GNSS and the preparation and conduct of GNSS trials with the European Geostationary Navigation Overlay Service (EGNOS) test bed in Central, Eastern and Southern Africa; the discussions with SADC States on the establishment of a COSCAP-SADC project; the follow-up with Djibouti, Malawi, Seychelles, Swaziland and Zambia on the restructuring of civil aviation; the assistance to the reduced vertical separation minimum (RVSM) expert in the proposed implementation of RVSM; and the preparation of national ATS contingency plans for 5 States. No technical cooperation projects were initiated in the first half of 2004.

European and North Atlantic Office (Paris)

The Office was involved in the following activities: the improvements of the European (EUR) Air Navigation System, including flight planning, implementation of the World Geodetic System — 1984 (WGS-84), and planning and implementation of ATS routes; the planning and development of the North Atlantic (NAT) Air Navigation System; the updating of the EUR Air Navigation Plan Basic ANP and the Facilities and Services Implementation Document (FASID); the improvement of the NAT Basic ANP/FASID; the development of the NAT ATM operational concept; the updating and continuous development of regional provisions related to air traffic management; the improvement

of allocation and use of secondary surveillance radar (SSR) codes; the development of the aeronautical fixed services; the improvement in the planning and implementation of spectrum and frequency; the development of All Weather Operations (AWO) in Europe; the updating and development of aeronautical information services (AIS) and meteorological (MET) provisions relevant to ATM and aerodrome operations; and the updating and development as required of manuals of a regional nature.

In addition, the Office liaised with States and international organizations on the following: the establishment of close coordination with the European Community (EC) in progressing the "Single European Sky" concept, including preparatory work on aeronautical information for the proposed European upper information region; the resolution of outstanding interface issues over the Black Sea; the improvement of air navigation services in the Balkan area (Kosovo Province); the coordination with the North Atlantic Treaty Organization (NATO) and the United Nations Interim Administration in Kosovo (UNMIK) to reopen the upper airspace to international civil aviation; the conduct of workshops for senior officials of newly developed States on the functions and role of ICAO; and the preparation and finalization of necessary agreements to enable sufficient airspace capacity to handle the expected increased demand during the Olympic Games to be held in Athens in 2004. No major technical cooperation activities were carried out in the first half of 2004. However, the Office continued to be regularly consulted on activities or initiatives under technical cooperation projects implemented in Bosnia and Herzegovina, and Kosovo.

Middle East Office (Cairo)

The Office was involved in the following activities: initiated action on the planning for the safe implementation of RVSM within Kabul and Baghdad FIRs; the updating of the Middle East (MID) Office five-letter name code designators database with a view to use the ICAO five-letter name code and route designator (ICARD) system developed by the European and North Atlantic Office in coordination with EUROCONTROL; the finalization of the MID VSAT feasibility study for ground/ground data and voice communications; and the assistance and advice to MID States concerning the AVSEC Audit Programme. In close coordination with the Office, basic cooperation agreements were established by the Technical Co-operation Bureau with the Ministry of Civil Aviation of Egypt and Egypt Air. The Office was also instrumental, in coordination with the Paris Office, in raising the interest in technical cooperation activities in Algeria, Libya and Sudan.

North American, Central American and Caribbean Office (Mexico City)

The Office was involved in the following activities: the organization of an air navigation deficiencies database with access via the Internet for States, territories and international organizations; assistance to States in the Caribbean Region and Central American Corporation for Air Navigation Services (COCESNA) in updating the Letter of Operational Agreement in accordance with regional guidelines for RVSM implementation; the development and coordination of a proposal for an amendment to the *Regional Supplementary Procedures* (Doc 7030), regarding RVSM implementation in the North American and Caribbean Regions; the follow-up, in coordination with the International Air Transport Association (IATA), of the ATS incident reporting database and investigation process for the Caribbean/South American (CAR/SAM) Region; the implementation, review and updating of the CAR/SAM Air Navigation Plan (ANP), Volume II, FASID; assistance to States, territories and COCESNA in the development of the national communications, navigation, and surveillance/air traffic management (CNS/ATM) implementation plans; advice and support to States, territories and international organizations in the development of the Eastern Caribbean and VSAT MEVA digital networks; the support to the Seventh Meeting of the Directors of Civil Aviation of Central Caribbean (C/CAR DCA/7); the provision of assistance to States in the implementation of the ICAO Universal Safety Oversight Audit Programme (USOAP) action plan; and the implementation of the ICAO/Canada AVSEC Awareness Training Programme for the CAR/SAM Region comprising 13 subregional AVSEC implementation workshops and two regional AVSEC audit seminars.

The Office continued to be involved in Phases I and II of the implementation of a test bed and flight

trials for a satellite-based augmentation system/ European geostationary navigation overlay service (SBAS/EGNOS) for GNSS. The Office also participated in safety oversight follow-up missions primarily for the briefing and debriefing of technical cooperation experts.

South American Office (Lima)

The Office was involved in the following activities: the implementation of the World Geodetic System – 1984 (WGS-84) vertical requirements in nine States; the development of draft guidance material concerning procedures for the implementation of quality system (QS), quality assurance (QA) and quality control (QC) programmes in the aeronautical information and charts (AIS/MAP) services in the region; the implementation of 6 new RNAV routes, realignment of four ATS routes and deletion of three ATS routes and nine route segments from the CAR/SAM ANP; the development of an action plan for the implementation of RNP 5 in Brasilia, Curitiba and Montevideo FIRs; and the development of search and rescue (SAR) regional plans guidance material. The Office continued to be involved in technical cooperation projects for the development and harmonization of regulations and procedures for aircraft maintenance organizations, operators and personnel licences, as well as in the preparation of basic and preliminary flight safety material under a regional safety oversight system.

Western and Central African Office (Dakar)

The Office was involved in the following activities: participation in and advice to the Central African Economic and Monetary Community (CEMAC) Ministerial Meeting in Libreville, regarding the implementation of a common air transport programme; the implementation of a full civil aviation administration system in Equatorial Guinea; the organization of the second coordination meeting of the Directors General of Civil Aviation held in Cotonou, Benin, from 4 to 6 May; assistance to Guinea Bissau in the restructuring of the civil aviation department in a framework provided by the World Bank; the establishment and follow-up on guidance material and procedures for Operation Haj 2004, which was successfully completed in March; the attendance at an ASECNA ATS coordination meeting to provide guidance for the improvement of ATM in the Region; and maintaining liaison with States within the European/South American (EUR/SAM) corridor on the progress of operations on RVSM. The Office was involved in the formulation and negotiation of a Government/UNDP cost-sharing project for the improvement of the national and institutional framework of civil aviation of Equatorial Guinea. The Office was also involved in meetings for the review and finalization of the COSCAP projects for the Economic and Monetary Union of West Africa (UEMOA) States and the Banjul Accord Group.

Table VIII-1. Air Navigation Planning and Implementation Regional Groups (PIRGs)

PIRG	Developments during the first half of 2004
Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG)	APANPIRG continued the planning of the air navigation infrastructure in the ASIA/PAC Regions. It also prepared for its next meeting, which is to be held in Bangkok from 23 to 27 August 2004 and is expected to deal with various planning and implementation issues including the development of regional procedures for the management of deficiencies; the review of implementation of RVSM; the updating of guidance material on the exchange of OPMET information; the implementation of automatic dependent surveillance-broadcast (ADS-B); and the development of Aeronautical Telecommunication Network (ATN) Planning and Technical documents for implementation of ground-to-ground ATN.
AFI Planning and Implementation Regional Group (APIRG)	APIRG continued the planning of the air navigation infrastructure in the AFI Region. It continued to prepare for its next meeting which is expected to deal with the following issues: the amendment to the AFI Basic ANP and FASID documents; the review and update of the list of air navigation deficiencies and the development of a strategy and guidelines for their elimination; and the follow-up on the safety oversight audits made under the ICAO Universal Safety Oversight Audit Programme (USOAP).

PIRG	Developments during the first half of 2004
European Air Navigation Planning Group (EANPG)	EANPG continued the planning of the air navigation infrastructure in the European Region. It included the improvement of the efficiency of the EANPG and the Programme Coordinating Group (COG); the harmonized planning and implementation of safety management systems; continuous development of requirements and mechanisms for the ongoing measurement of RVSM airspace safety performance, as well as the resolution of operational problems in RVSM transition airspace; the review of meteorological requirements for aerodrome operations, with focus on capacity issues; the implementation of improved procedures applicable for all weather operations during low visibility conditions; the review of the anticipated serious shortage of very high frequency (VHF) communications capacity in the foreseeable future, through implementation of 8.33 kHz channels in the operational control band, and vertical expansion of 8.33 kHz airspace in 2006; the improved allocation and use of SSR Codes; and the harmonized implementation of contingency arrangements among European provider States.
Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG)	MIDANPIRG continued the planning of the air navigation infrastructure in the MID Region. It also prepared for its next meeting, which is expected to deal with the exploration of ways and means for the establishment, funding and management of a Regional Safety and Monitoring Agency (RMA); the review/harmonization of the ATS routes structure within the MID Region; and the follow-up on the implementation of GNSS in the MID Region.
North Atlantic Systems Planning Group (NAT SPG)	NAT SPG held its fortieth meeting in Paris from 22 to 24 June. It planned for the implementation of CNS/ATM systems; the review of the safety of the NAT air navigation system; and the greater use of data link technologies to support the air navigation system.
Caribbean and South American (CAR/SAM) Regional Planning and Implementation Group (GREPECAS)	GREPECAS held its twelfth meeting in Havana, Cuba from 6 to 11 June. It continued planning the air navigation infrastructure in the CAR/SAM Region. It included: RVSM implementation with a target date of 20 January 2005; RNAV and RNP implementation; the optimum interconnection of regional and interregional digital networks to ensure end-to-end connectivity and interoperability; and the regional use of data links technologies to support the air navigation communications systems.
North American Planning Group (NAMPG)	The North American Planning Group (NAMPG) for Canada, Mexico and the United States held a number of meetings and the CNS/ATM Implementation and Transition Plan was updated and sent to the States concerned.

PART II. REGIONAL COMMISSIONS

1. AFRICAN CIVIL AVIATION COMMISSION (AFCAC)

The Secretariat received a formal confirmation of deposit of the instrument of ratification of Mozambique to the AFCAC Constitution. Liaison with Sao Tome and Principe officials continues in view of the adhesion of their country to the AFCAC Constitution.

The AFCAC Air Transport Committee met in Dakar, from 3 to 5 February 2004, to discuss a number of subjects within its work programme: Liberalization of Air Transport within Africa, the implementation of the Yamoussoukro Declaration of 1999 outside Africa, and the implementation of the outcomes of the ICAO Fifth Worldwide Air Transport Conference and ICAO Resolution A33-19: *Consolidated statement of continuing ICAO policies in the Air Transport field.*

The 76th Bureau Meeting (Dakar, 16 to 17 April 2004) and the 77th Bureau Meeting (Johannesburg, 7 May 2004) considered, inter alia: AFCAC financial and administrative matters, the future of AFCAC as an autonomous body; and the preparation of the documentation for the 17th AFCAC Plenary Session which was held in Johannesburg, South Africa, from 10 to 14 May and attended by delegates from 32 member States, one African non-member State, nine non-African States, and 12 international organizations. AFCAC's critical financial situation, the future of the ICAO/AFCAC transitional arrangement, and the prerequisites for AFCAC's future autonomy were discussed. The President of the ICAO Council and the Secretary General addressed the opening meeting.

The First Meeting of the AFCAC *Ad Hoc* Panel of Legal Experts was held in Dakar from 27 to 30 January 2004. The process of consolidating the AFCAC Resolutions in force continued. Coordination continued with the ICAO Legal Bureau to assist African States to sign and ratify international air law instruments.

Under the Memorandum of Understanding signed between AFCAC and the Civil Aviation Authority of Singapore, training fellowships were proposed to African nationals.

The 2nd Meeting of the Steering Committee of the ICAO/AFCAC SAR Technical Project was held in Paris, France, on 16 December 2003. The evaluation phase of the Project continued.

The President and the Secretary of AFCAC went on mission to the African Union (AU) Headquarters in Addis Ababa from 18 to 19 February to attend a meeting between AU and its Specialized Agencies and re-examined with AU officials cooperative relations between the two organizations. The Secretary of AFCAC also went on mission to AU Headquarters in Addis Ababa from 27 to 28 April to attend a meeting between AU and its Specialized Agencies on the AU Commission Work Programme for 2004–2007.

Two working papers were presented by AFCAC Member States to the Twelfth Session of the ICAO Facilitation Division Meeting (Cairo, 22 March to 1 April 2004).

2. EUROPEAN CIVIL AVIATION CONFERENCE (ECAC)

The ECAC Safety Assessment of Foreign Aircraft (SAFA) Action Programme was fully operational and was further developed through the improvement of inspection procedures, optimization of the database, and training of inspectors. The work of the ECAC Task Force on Safety Oversight Issues continued with further analysis of ICAO USOAP summary reports for non-ECAC member States and the preparation for an ECAC Forum on Safety, to be based on the analysis of ICAO USOAP reports for the ECAC member States. At the request of the Directors General of Civil Aviation (DGCA), the Group of Experts on Accident Investigation (ACC) met in May to exchange best practices and share experience at the European level.

In the economic field, a special Task Force was established by the ECAC Focal Point for Economic Matters to examine and report on operations under fractional ownership arrangements. An interim report was presented at the March DGCA meeting. The matter was also discussed with United States' authorities during a meeting of an ECAC delegation with representatives of United States' authorities in May. A South-East European Regional Air Transport Conference, jointly organized by ECAC, the Airports Council International (ACI) — Europe and the Association of European Airlines (AEA) was held in Zagreb from 1 to 3 June and was attended by Ministers of Transport and other high-level representatives of civil aviation authorities, and airline and airport representatives in the region.

The Group of Experts on the Abatement of Nuisances caused by Air Transport (ANCAT), at its 62nd meeting, dealt with preparations for the sixth meeting of the Committee on Aviation Environmental Protection. In the light of deliberations at that meeting, ANCAT is currently preparing Europe's input to the upcoming ICAO Assembly regarding environmental issues.

In the field of aviation security, priority was given to the harmonized implementation of security measures in ECAC member States. Work continued on enhancing the implementation of quality control measures by member States, airport and aircraft operators and other entities involved in aviation security. The ECAC Security Audit Programme was fully operational and voluntary audits were carried out. There was increased coordination with the Working Group on Security.

In the field of facilitation, ECAC's work focussed on preparations for the Twelfth Session of the ICAO Facilitation Division and the review of the replies to the questionnaire on the status of implementation of the ninth edition (2003) of the *ECAC Policy Statement in the Field of Civil Aviation Facilitation* (ECAC.CEAC Doc 30, Part I).

Three working papers and two information papers were presented by ECAC member States to the Facilitation Division. The outcome of the Division will be taken into account in ECAC's work in the coming months.

ECAC reinforced its efforts to foster the harmonized implementation of common international

Standards among its member States by organizing seminars and workshops within the framework of its Integration Programme. Priority was given to safety issues, in particular, to the implementation of the Action Programme for Safety Assessment of Foreign Aircraft (SAFA) and of the Joint Aviation Requirements, and to security issues. In addition, a series of joint ICAO/ECAC workshops on the implementation of the National Civil Aviation Security Programme were implemented for the benefit of States neighbouring the ECAC region.

The Working Group on Air Passenger Health Issues, established following the ECAC symposium in Dubrovnik, Croatia, in November 2002, reviewed existing material relevant to air passenger health issues. It developed recommendations and guidelines, consolidated in an ECAC document related to air passenger health issues, to assist operators and authorities in providing adequate responses to passengers' needs and expectations. The Working Group's work is closely coordinated with that undertaken at a global level by ICAO and by the World Health Organization.

3. LATIN AMERICAN CIVIL AVIATION COMMISSION (LACAC)

In accordance with its work programme for 2004, LACAC held a meeting of the Group of Experts on Policies, Economics and Legal Matters in Air Transport (GEPEJTA), and a regular meeting of the Executive Committee. The Group of Experts analysed several topics for consideration by the Executive Committee: harmonization of regional policy on air transport; evaluation of aviation fuel prices in the region; implementation of the National Facilitation Programme in member States; harmonization of regional policy on aviation security; and implementation of the Regional Safety Oversight Cooperation System. The LACAC Secretariat continued action on the implementation of decisions taken by the 15th Session of the LACAC Assembly.

In the field of safety oversight, the eighth meeting of the Regional Safety Oversight Cooperation System General Board was held in June, followed by the LACAC Executive Committee Meeting.

In the field of aviation security, priority was given to the harmonized implementation of security measures in LACAC member States. The LACAC AVSEC Group is working on the elaboration of an AVSEC regional policy which will be in compliance with the AVSEC Standards of ICAO. The Group worked on adopting a regional position for AVSECP/16, which was held in May. The Secretary of LACAC participated in the ICAO AVSEC Committee which was held in March in Chile.

In the field of regulatory policy, the LACAC Air Policy Specific Group worked on updating the LACAC Air Transport Regional Policy.

Close liaison continued with regional and subregional organizations, as well as international organizations outside Latin America on air transport matters of common interest.

IX. Relations with Other International Organizations

1. THE UNITED NATIONS

In June, the Council examined a number of resolutions adopted by the General Assembly of the United Nations at its 58th Regular Session, which invited specialized agencies to take action on various matters, including international cooperation in the peaceful uses of outer space, operational activities for economic and social development, and measures to eliminate international terrorism. The Council reaffirmed its readiness, within the limits of its constitutional responsibilities, to act positively towards the aims of these resolutions and the Secretary-General of the United Nations was so informed.

ICAO was represented at the General Meeting on Cooperation between the United Nations System and the League of Arab States. The Organization was also represented at a Special Meeting of the United Nations Counter-Terrorism Committee and at the 20th Session of the Subsidiary Body for Scientific and Technological Advice (SBSTA) and the 20th Session of the Subsidiary Body for Implementation (SBI) of the United Nations Framework Convention on Climate Change (UNFCCC). An ICAO representative participated in the first meeting of the Open-ended Working Group on Tracing Illicit Small Arms and Light Weapons.

2. INTER-AGENCY BODIES

ICAO participated in the work of the United Nations System Chief Executives Board (CEB) for Coordination, and in that of its principal subsidiary bodies, including the High-Level Committee on Management (HLCM) and the High-Level Committee on Programmes (HLCP). ICAO also participated in the 24th Session of the Inter-Agency Meeting on Outer Space Activities.

3. SPECIALIZED AGENCIES

Close relations were maintained with the specialized agencies of the United Nations system, particularly those which have a direct interest in certain aspects of civil aviation. ICAO participated in the Meeting of the Emergency Response Activities Coordination Group of the Commission for Basic Systems (CBS) of the World Meteorological Organization (WMO), the meeting of the CBS Expert Team on Data Representation and Codes, the meeting of the Management Group of the WMO Commission for Aeronautical Meteorology (CAeM), and the 31st Session of the WMO/ Economic and Social Commission for Asia and the Pacific (ESCAP) Panel on Tropical Cyclones.

4. OTHER INTERNATIONAL ORGANIZATIONS

Close relations were maintained with the International Air Transport Association (IATA) and the International Federation of Air Line Pilots' Associations (IFALPA), both of which were represented at a number of ICAO meetings. The President of the Council attended and addressed "Wings of Change", the high-level conference organized jointly by IATA and the Directorate General of Civil Aeronautics of Chile. ICAO also attended the World Air Transport Summit and the 60th IATA Annual General Meeting, as well as IATA's Meeting of Taxation Representatives. An ICAO representative participated in the IFALPA 56th Annual Conference.

The Organization was represented at the 43rd Annual Conference of the International Federation of Air Traffic Controllers' Associations (IFATCA). An ICAO observer attended meetings of the Committee on Air Transport and the Committee on Transport and Logistics of the International Chamber of Commerce (ICC). The World Customs Organization (WCO) Regional Conference to discuss the implementation of the Resolution on Security and Facilitation of the International Trade Supply Chain in Africa was attended. Also attended was the 22nd World Assembly of the International Council of Aircraft Owner and Pilot Associations (IAOPA). ICAO was represented at the 7th Meeting of the Civil Aviation Committee of the Southern African Development Community (SADC), at the SADC 6th Sectoral Committee Meeting on Meteorology as well as at the meeting of the SADC Air Transport Sub-Committee. ICAO was also represented at Policy Organs Meetings of the Common Market for Eastern and Southern Africa (COMESA). ICAO participated in the 7th meeting of the Committee of Directors of Meteorological Services of the Economic Community of West African States (ECOWAS). ICAO also participated in the Meeting of Directors of Air Transport of Arab States of the Arab Civil Aviation Commission (ACAC). The 4th Regular Session of the Inter-American Committee against Terrorism of the Organization of American States (OAS) was attended. The 10th Meeting of the Special Committee on Transport of the Association of Caribbean States (ACS) was also attended. The Organization was represented at the 127th Meeting of the Governing Council of the Central American Corporation for Air Navigation Services (COCESNA).

X. The Organization

1. THE ASSEMBLY, THE COUNCIL AND THE SUBORDINATE BODIES

The Council and its subordinate bodies devoted a large part of the first half of 2004 to preparations for the 35th Session of the Assembly. This involved the finalization of the Programme Budget Estimates of the Organization for 2005, 2006 and 2007 as well as Assembly documentation dealing with items such as environmental protection; the development of a commercially oriented approach to the activities of the Technical Co-operation Bureau; enhancement of ICAO Standards; developments in aviation security, including the

threat to civil aviation posed by man-portable air defence systems (MANPADS) and the implementation of ICAO's Universal Security Audit Programme (USAP); the establishment of a legal framework with regard to CNS/ATM systems including GNSS; international interests in mobile equipment (aircraft equipment); the International Financial Facility for Aviation Safety; health issues associated with air transport; progress reports on implementation and continuation of the ICAO Universal Safety Oversight Audit Programme (USOAP); implementation of the USAP; and increasing the effectiveness of ICAO — Implementation of Resolutions A31-2, A32-1 and A33-3.

On recommendations of the Air Navigation Commission, the Council adopted amendments to Annexes 1, 3, 4, 10, 12, 14 (Volumes I and II) and 15. On behalf of the Council, the President of the Council approved amendments to the PANS-ABC, PANS-ATM and PANS-OPS as well as to the *Regional Supplementary Procedures* (Doc 7030) in accordance with the established procedure.

On 16 June, the Council unanimously agreed to bestow the Thirty-seventh Edward Warner Award upon Professor Brian O'Keeffe of Australia, in recognition of his eminent contribution to the development of international civil aviation, in particular his leading role in the field of air navigation systems.

Reports on the financial situation of the Organization were presented sessionally to the Council. When noting an oral report presented on 25 May, the Council recognized that the Organization was in a very critical financial situation and requested the Secretary General to continue to manage the finances of the Organization with great care and prudence. It was understood that in the months which remained before the convening of the 35th Session of the Assembly, the Secretary General could report to the Council at any time if he considered that the situation had become a crisis; such would be the case if it became necessary for him to borrow funds externally in order to pay the Organization's expenses.

When considering the outcome of the Seventeenth Plenary Session of the African Civil Aviation Commission (AFCAC) and other developments pertaining to the transitional arrangement between ICAO and AFCAC, the Council agreed to propose to the 35th Session of the Assembly that the transitional arrangement between ICAO and AFCAC be extended for a limited period of time beyond the 31 December 2004 expiry date to cover a period up to 31 December 2006. At its last meeting before the summer recess, the Council delegated authority to its President to approve proposals for the settlement of arrears which may be received before the convening of the 35th Session of the Assembly.

Pursuant to United Nations General Assembly Resolution 42/112, ICAO observed 26 June as the International Day against Drug Abuse and Illicit Trafficking. In accordance with Assembly Resolution A27-12 and a related Council resolution, ICAO remains strongly committed to continuing work on this subject, with a high degree of priority.

The Council reviewed sessional progress reports on the implementation of the ICAO USOAP. When reviewing a progress report presented during the 171st Session, the Council noted that the problem of non-implementation of corrective action plans in the different regions was general in nature and not limited to a particular region. The Secretary General was requested to be transparent in reporting on this situation to the Council and in providing some further ideas as to how to encourage the effective implementation of corrective action plans. In this connection, the establishment of regional or subregional safety oversight organizations was recognized as an important development. The Secretary General was also requested to develop a strategy to assist and urge States to remedy the deficiencies identified.

When considering a progress report on the execution of the USAP, the Council noted that sufficient voluntary contributions had been received from States to fund all audit activities planned for 2004, and also noted the special emphasis which had been placed on coordination, cooperation and joint auditing with other regional and international bodies with active audit programmes, in order to avoid duplication.

The President of the Council continued to keep the Council informed on certain developments, including his follow-up discussions with authorities in Washington, D.C. on the question which had been raised during the 32nd and 33rd Sessions of the ICAO Assembly with regard to the effects on civil

aviation of the economic, commercial and financial embargo imposed against Cuba by the United States.

During the first half of 2004, there were changes in the membership of the Air Navigation Commission as a result of the replacement of their nominees by Canada, Germany and Japan. New members were elected to the Air Transport, Joint Support, Finance, Unlawful Interference and Technical Cooperation Committees.

2. PERSONNEL

During the first six months of 2004, 9 Professional category personnel[4] left the Secretariat, 11 new appointees from 7 Contracting States reported for duty and 2 staff members returned from secondment. The number of nationalities represented in the Secretariat is 83. One new nationality[5] was gained and 2 were lost.[6] There were 794 posts in the Establishment as at 30 June, 345 in the Professional and higher categories and 449 in the General Service category; these totals included 80 Technical Co-operation funded posts. At the end of June, 47 Professional posts were vacant.

The total number of Professional and higher category staff includes 11 staff members whose posts are funded by regional civil aviation bodies but excludes 3 Associate Experts, funded by France (2) and the Netherlands (1), and 11 Trust Fund posts, funded by the Joint Financing Agreement (2), AVSEC Mechanism (5), France (1), the United Kingdom (1) and the United States (2).

At its 171st Session, the Council reviewed the methodology for determining the salary of the President of the Council, prior to addressing a letter to Contracting States regarding election to the post. It was decided that no change was necessary to the present methodology which maintains a fixed percentage relationship between the net base salary of the United Nations Under-Secretaries-General and that of the President of the Council.

4. Three by retirement, 3 by resignation, 1 by expiry of contract, 1 by death and 1 by secondment.

5. Guinea.

6. Burundi and Rwanda.

The Council noted a report on the implementation of the principle of equitable geographical representation for the year 2003 with the understanding that the Secretary General had taken note of the comments offered by Representatives.

At its 172nd Session, the Council noted a report on the recruitment and status of women in ICAO during the year 2003. This report also provided an update on the implementation of a revised affirmative action programme, which was approved by the Council at its 167th Session, to effectively increase and better promote the representation of women at all levels of the Professional and higher categories of the Organization. The Council agreed to urge States which had not yet done so, to respond to a State letter to allow the Secretariat to set up contacts with the State officials in charge of increasing the representation of women.

3. EXTERNAL RELATIONS AND PUBLIC INFORMATION

During the first six months of 2004, the External Relations and Public Information Office (EPO) continued to respond to requests for information from States, international organizations, media and the public regarding ICAO's major programmes. EPO worked to further promote the Organization, particularly with the aviation news media. Media queries focussed on aviation security and related ICAO activities and programmes. The sixth meeting of the Committee on Aviation Environmental Protection generated significant media interest in environmental issues. A number of speaking platforms were developed for senior officials of the Organization on various air transport issues.

The *ICAO Journal* continued to cover such topical issues as environmental protection, security, aviation language proficiency, air safety, aeronautical meteorology, airport operations, and CNS/ATM systems.

4. INFORMATION AND COMMUNICATION TECHNOLOGY (ICT)

The Information and Communication Technology Section continued to upgrade the Organization's computer infrastructure, including the development of a plan to migrate from the present PC work-

station to a common platform using a contemporary document processing suite. The last phase of the project to upgrade the servers used for electronic mail was initiated.

5. LANGUAGE SERVICES AND PUBLICATIONS

In order to reduce the cost of language services, remote translation methods were successfully used for the 12th Session of the Facilitation Division. The 7-hour time difference allowed most of the documentation to be transmitted to Headquarters for overnight translation into five languages and re-transmitted to the meeting electronically. It is planned that, by the end of the year, an Electronic Documents and Enquiry Network (EDEN) will be implemented, which will enhance the efficiency of the Organization by migrating from the current, manually intensive Document Control system to a multi-user, web-based network; this will greatly facilitate the availability of electronic documents in all six working languages and provide powerful, multilingual document search tools.

6. ICAO WEB, LIBRARY AND ARCHIVES

Web, Library and Archives (WLA) continued to expand ICAO's web. The number of visitors to ICAO's websites reached 100 000 opening approximately one million web pages a month.

The State Letter Electronic Distribution (SLED) System enabled direct access by ICAO Contracting States to all State letters, eliminating the need by Contracting States to file them locally. The French language versions of the Annexes to the Convention on International Civil Aviation were placed on the ICAO-NET. Additional efforts were made to increase the number of States registered to use the ICAO-NET.

Around 100 customers are subscribed to the ICAO eSHOP, a commercial website with a goal of selling publications on the Web.

7. REGISTRY, DISTRIBUTION AND SALES

Registry, Distribution and Sales (RDS), in cooperation with other Bureaux, prepared a substantial revision to the *ICAO Publications Regulations* (Doc 7231) with the aim of reducing both the number of copies printed and the distribution expenditures. As a substantial portion of ICAO documents are readily available in electronic format, the free quota of ICAO publications issued to Contracting States, as well as the number of paper copies of State letters, will be substantially reduced starting in 2005. Shipping and handling charges will be introduced, providing transparency in the cost-recovery of distribution expenditures.

RDS pursued the protection of the authenticity and integrity of ICAO publications and the successful commercial dissemination of these publications through the negotiation of royalty agreements with outside publishers. In order to reduce the volume of documentation distributed internally, a survey was circulated within the Secretariat and will be assessed later this year.

8. FINANCE

The Council considered in detail the Secretary General's Programme Budget Estimates for 2005, 2006 and 2007 and the five reports of the Finance Committee thereon. The Secretary General, in his final submission, proposed the draft Programme Budget for the three years totalling $198 986 000. The Finance Committee, in its final report, recommended for the Council's consideration various proposals for the possible reduction of the Programme Budget submitted by the Secretary General. The Council, on the recommendation of the President of the Council, agreed to reduce the draft Programme Budget for the three years by a further amount of $2 million with a consequential reduction of assessments on Contracting States by a similar amount. The Council has submitted for the consideration of the Assembly a draft Programme Budget of the Organization for the triennium totalling $196 986 000 (A35-WP/20, AD/2) as follows:

2005: $64 690 000
2006: $65 837 000
2007: $66 459 000

The Council approved the report on the Working Capital Fund contained in A35-WP/26, AD/8 which recommends maintaining the level of the Working Capital Fund at $6 million and provides

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for the Council to be granted authority to monitor the financial situation on a regular basis during the triennium and to approve an increase to a maximum of $8 million, if and when an urgent need arises.

The Secretary General prepared draft scales of assessments for 2005, 2006 and 2007 in accordance with Assembly Resolution A21-33 as amended by Clause (1) of Resolution A23-24. These draft scales are submitted to the Assembly in A35-WP/24, AD/6.

As at 30 June 2004, the voting power of 28 Contracting States had been suspended in accordance with Resolving Clause 3 of Assembly Resolution A31-26. The outstanding contributions for these States excluding 2004 assessments totalled $8.9 million.

The President of the Council informed high-level officials of these Contracting States of the amounts that would be necessary for them to pay, prior to the 35th Session of the Assembly, in order to permit restoration of their voting power. The possibility of concluding agreements with the Council to liquidate their arrears in annual instalments was also brought to the attention of those States with long-outstanding arrears who have not yet entered into such agreements.

The position with respect to States in arrears is described in A35-WP/21, EX/5, AD/3. The schedules will be brought up-to-date immediately before the opening of the Assembly.

Assessments for 2004 total $50 500 000. This amount excludes assessments fixed by Council under Financial Regulations 6.9 and 7.5 (Doc 7515/11) for Saint Kitts and Nevis which became a new Contracting State of ICAO since the 33rd Session of the Assembly. Current year contributions received as of 30 June 2004 amounted to $18.7 million or 37.05 per cent of the total amount due as at 1 January 2004

The External Auditor (Auditor General of Canada) completed the audit of the Organization's accounts for 2003. The 2003 Financial Statements and the Report of the External Auditor are submitted to the Assembly in A35-WP/30, AD/12 and Doc 9834.

9. OVERSIGHT AND MANAGEMENT REVIEW

In compliance with Assembly Resolution A31-2 Operative Clause 4 c), A32-1 Clause 3 c) and subsequent Council Decisions (149/12, 149/19 and 150/10), the Office for Programmes Evaluation, Audit, and Management Review (EAO) pursued its annual work programme, which was submitted to the Council in November 2003.

EAO finalized the evaluation of language services under the Language and Publications Programme. The evaluation of the recruitment of General Service staff is in preparation. The financial statements for the year 2003 of the three regional civil aviation bodies, whose finances are managed by ICAO, and the financial statements for the ICAO Commissariat for the year 2002 were examined and certified. A review of the existing system for the inventory of non-expendable property was conducted.

EAO continued to provide support to management in its improvement initiatives including the review of existing processes, procedures, regulations and organizational structures.

EAO served as the ICAO focal point in respect of reviews undertaken by the Joint Inspection Unit. EAO reviewed three working papers on action that was taken, or needs to be taken, or requires follow-up, on Joint Inspection Unit reports.

EAO also served as the ICAO focal point in respect of follow-up of recommendations of the External Auditor.

In addition, a systematic review of all EAO outstanding reports was conducted and the status of implementation of recommendations was evaluated.

— END —